

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4196.

日五廿月二年九十二緒光

MONDAY, MARCH 23, 1903.

一拜禮

號三十月三英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office - YOKOHAMA.

Branches and Agencies.  
TOKYO. KOBE.  
NAGASAKI. LONDON.  
YOKOHAMA. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
HONGKONG. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.  
On fixed deposits for 6 months at 4 per cent.  
On fixed deposits for 3 months at 3 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$1,500,000

STERLING RESERVE ..... \$1,000,000  
SILVER RESERVE ..... \$500,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
G. Balloch, Esq.  
Hon. C. W. Dickson.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
C. Michale, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.  
On fixed deposits for 6 months at 4 per cent.  
On fixed deposits for 3 months at 3 per cent.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 16th February, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... \$343,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq.  
Chow Tung Shang, Esq.  
C. E. Evans, Esq.  
J. J. Lait, Esq.

CHIEF MANAGER:  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 per cent.  
Hongkong, 19th November, 1902. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIETZGEN & DISCHON GEBELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 4th October, 1902. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.  
PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS ..... \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED  
On Current Accounts at 2 per cent. per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 per cent. per annum.  
For 12 months 4 per cent. per annum.

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [17]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$3,000,000 ... \$800,000  
Surplus (Reserve) Gold \$3,000,000 ... \$800,000

Total ..... Gold \$7,800,000 ... \$1,600,000

Capital and Surplus authorized, Gold \$10,000,000 = \$2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 3 months, 3 1/2 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 23rd March, 1903. [1000]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 13TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENTSIN.  
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
On Current Accounts at 2 per cent. per annum.  
On Fixed Deposits for 3 months, 3 per cent. per annum.  
On Fixed Deposits for 6 months, 4 per cent. per annum.  
On Fixed Deposits for 12 months, 5 per cent. per annum.

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

VITAL PAID-UP ..... \$800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... \$800,000  
RESERVE FUND ..... \$650,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent. per annum.  
On Fixed Deposits for 6 months, 3 1/2 per cent. per annum.  
On Fixed Deposits for 3 months, 3 per cent. per annum.

T. P. COCHRANE,  
Acting Manager.

Hongkong, 2nd June, 1902. [11]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(S. S.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

S'PORE, C'MBO, Nankin ..... G. M. Montford ..... A.M., 24th Mar. .... Freight only.

YOKOHAMA, Socatra ..... C. J. Benton, R.N.R. .... About 24th Mar. .... Freight only.

MOJI & KOBE, Pekin ..... C. R. Longden, R.N.R. .... About 25th Mar. .... Freight only.

SHANGHAI, Ballarat ..... F. R. Summers ..... About 28th Mar. .... Freight or Passage.

LONDON and ANTWERP, Candia ..... E. G. Andrews ..... Noon, 1st April .... Freight only.

For MARSEILLES, PLYMOUTH, and LONDON DIRECT ..... "MALTA" ..... 6,064 Tons ..... 28th March.

(See Special Advertisement.)

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

VIA SHANGHAI AND KOBE. (Passing through the Inland Sea.)

(Calling at PENANG if sufficient inducement offers.)

For Further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 23rd March, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(S. S.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ HEINRICH ..... WEDNESDAY, 1st April.

SACHSEN ..... WEDNESDAY, 15th April.

KIAUTSCHOU ..... WEDNESDAY, 29th March.

BAVERN ..... WEDNESDAY, 13th May.

ZIETEN ..... WEDNESDAY, 27th May.

STUTTGART ..... THURSDAY, 11th June.

ROON ..... THURSDAY, 25th June.

PREUSSEN ..... THURSDAY, 9th July.

HAMBURG ..... THURSDAY, 23rd July.

PRINZ HEINRICH ..... THURSDAY, 6th August.

Steamers of the Hamburg-Amerika Linie.

Calling at AMSTERDAM.

ON WEDNESDAY, the 1st day of April, 1903, at NOON, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 19th March, 1903. [563c]

## Intimations.

### NOTICE!!!

Genuine FIRST HAND Pianos

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD & COLLARD

BROADWOOD

STEINWAY

DORNER

CHALLENGER.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO.,

Their SOLE AGENTS in Hongkong.

In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of COUNTERFEIT PIANOFORTES, for the names of the well known firm of COLLARD and COLLARD upon them, the latter have adopted the precaution of supplying with each Pianoforte a CERTIFICATE of AUTHENTICITY Signed by their firm, and it is earnestly requested that purchasers to AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the number and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO.

Hongkong, 18th March, 1903. [732c]

### THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [1339c]

### HOTEL CRAIGIEBURN,

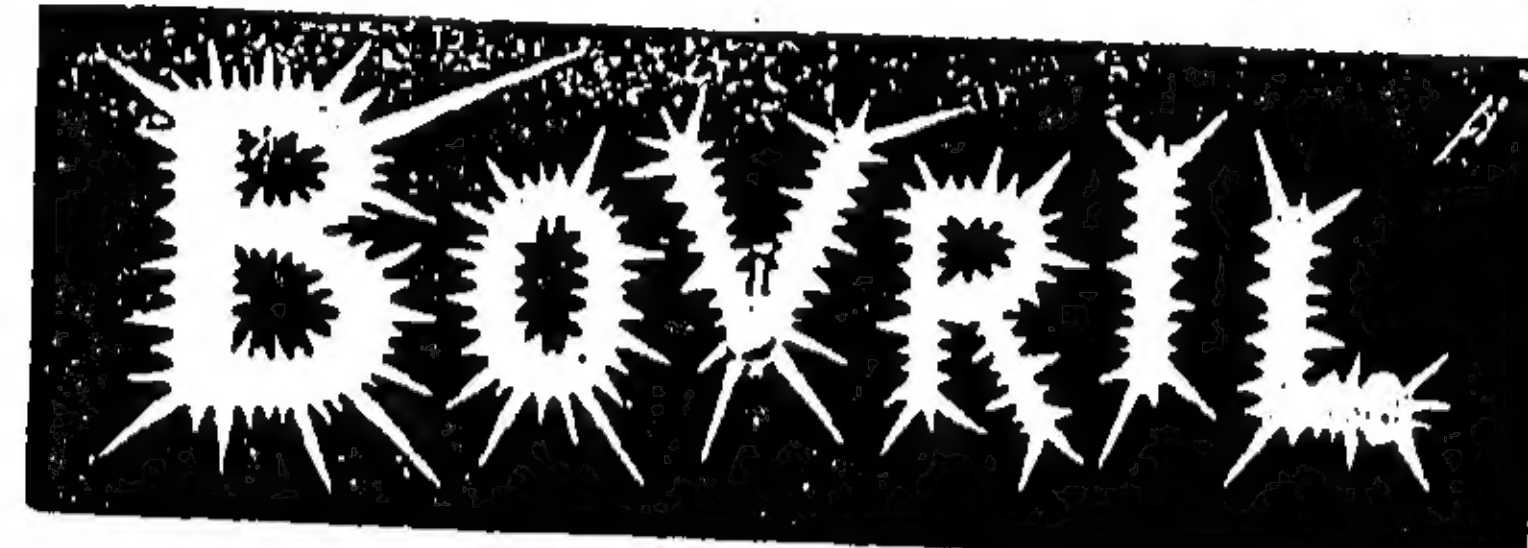
PLUNKET'S GATE, THE PRINCE, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [17]

## Intimations.

Bovril is a food-beverage agreeable to the taste and of remarkable strengthening and sustaining properties. It is an ideal nourishment in cases of sickness and weakness, and when from any cause ordinary foods are not desirable.



JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoze, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotsu, Saasebo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Manpuru, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshimoto, Yoshio, Yunokibara and other Coals. N. INUZUKA, Manager, Hongkong.

### THE DISTILLERS Co., LIMITED.

GIN. D. WHISKY. Per Doz. - \$16.50  
"OLD TOM" C.  
"DRY" L.  
Per Doz. - \$9.00

SOLE AGENTS:

H. PRICE & Co.,

72, Queen's Road.

Hongkong, 26th January, 1903

[952c]

### KUPPER PILSENER BEER.



The Leading BEER in the Far East, unrivalled in quality. Always bright and sparkling, and free from sediment, and it is the sterling quality always maintained that has earned for the BEER a degree of popularity not attained by any other Beer in the market.

CALDBECK, MACGREGOR & Co.,

Wine and Spirit Merchants, Sole Agents.

16, Queen's Road, Hongkong, 12th March, 1903.

[22]

### INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES;

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE

[954c]

## HONGKONG HOTEL.

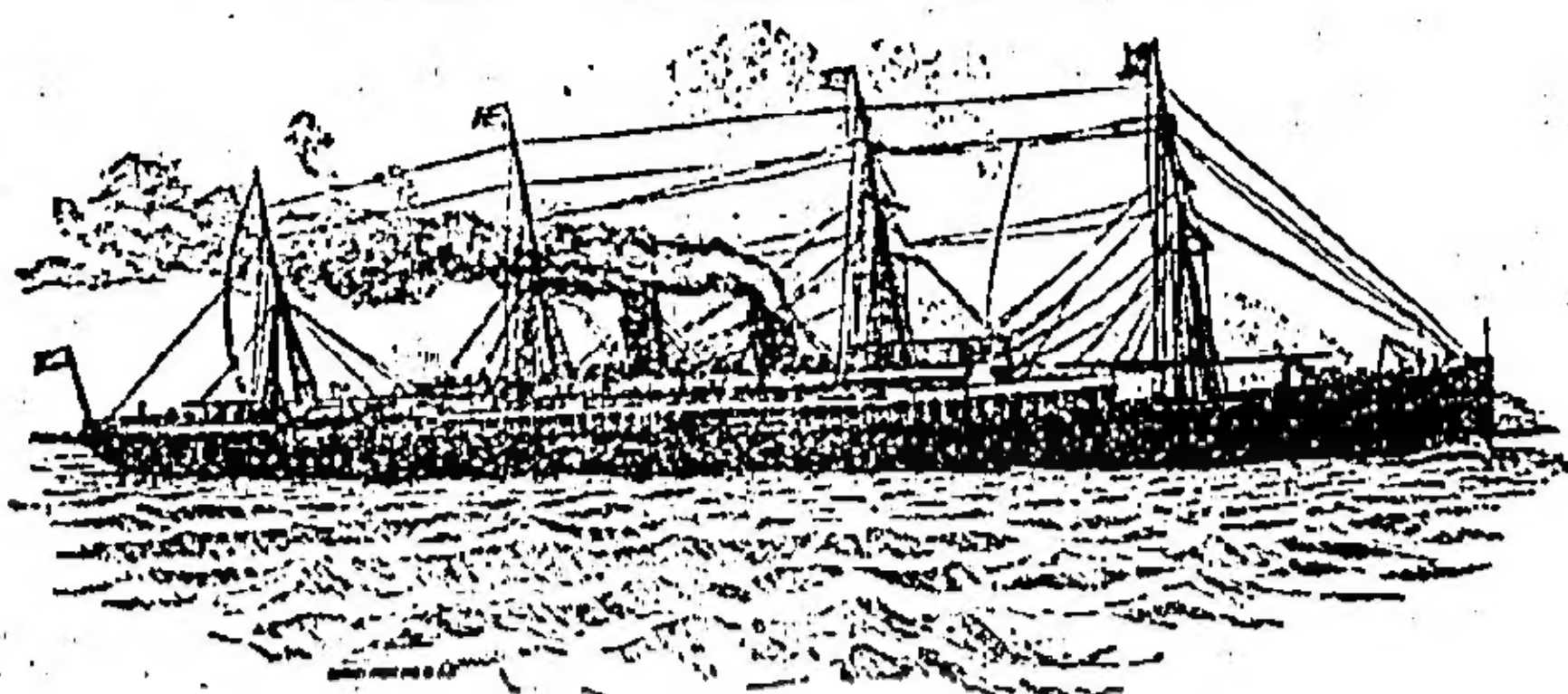
Military Band during dinner on Saturday Night.

Hongkong, 15th November, 1900.

[16]



## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.  
"CHINA" WEDNESDAY, 25th March, at Daylight.  
"DOLO" WEDNESDAY, 1st April, at Noon.  
"NIPPON MARU" SATURDAY, 11th April, at Noon.  
"S. B. R." SATURDAY, 18th April, at Noon.  
"C. B. R." SATURDAY, 25th April, at Noon.  
"J. A. M." TUESDAY, 5th May, at Noon.  
"Z. A. M." WEDNESDAY, 13th May, at Noon.  
"J. A. M." FRIDAY, 22nd May, at Noon.  
"HONGKONG MARU" SATURDAY, 30th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Consular Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 18th March, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).			
R.M.S.		Tons	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st April.	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd April.	
"TARTAR"	4,425	WEDNESDAY, 6th May.	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May.	
"ATHENIAN"	3,882	WEDNESDAY, 27th May.	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 3rd June.	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 14th June.	
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th July.	
"TARTAR"	4,425	WEDNESDAY, 22nd July.	
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th August.	
"ATHENIAN"	3,882	WEDNESDAY, 12th August.	
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.	

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)			
STEAMERS	DESTINATIONS	SAILING DATES	
ANDALUSIA	HAVRE and HAMBURG.	22nd Mar	Freight.
von Dohren	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG.	10th April	Freight and Passengers.
Mayer	(Calling at SINGAPORE and COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	21st April	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	5th May	Freight.
Dinant	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	19th May	Freight.
Dinhner	(Calling at SINGAPORE and PENANG).		
SEGUSIA	HAVRE and HAMBURG.	2nd June	Freight.
Forck	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 14th March, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons, .....Captain H. D. Jones.  
"POWAN," .....2,338 " " " " G. F. Morrison, R.N.R.  
"FATSUN," .....2,260 " " " " J. J. Lussius.  
"HANKOW," .....3,073 " " " " C. V. Lloyd.  
Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons, .....Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 2 P.M. } Sunday excepted.  
Do. from Macao to Hongkong daily at about 8 A.M. }

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons, .....Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," .....569 tons, .....Captain R. D. Thomas.  
"SAINAM," .....588 " " " " A. W. Dixon.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 20th March, 1903.

## Auctions.

PUBLIC AUCTION.  
THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
TO-MORROW  
(TUESDAY), the 24th March, 1903,  
at 11 A.M.,  
at the  
CENTRAL POLICE STATION'S COMPOUND,  
A QUANTITY OF  
WINCHESTERS CARBINES, MUS-  
KETS, REVOLVERS, PISTOLS, BAY-  
NETS, RIFLES, 1100 PERCUSSION  
CAPS, SPORTING CARTRIDGES, &c., &c.;  
Also  
12,640 Rounds of ASSORTED AMMUNI-  
TIONS.  
AND  
126 Kegs and 9 Barrels of GUNPOWDER.  
TERMS—As usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 23rd March, 1903. [351c]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(TUESDAY), the 24th March, 1903,  
at 2.30 P.M.,  
SALES ROOMS, No. 8, Des Voeux Road,  
Corner of Ice House Street,  
250 Rolls of PEKING SILKS.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th March, 1903. [352c]

PUBLIC AUCTION.  
THE Undersigned have received instructions from C. C. COHEN, Esq., to Sell by  
PUBLIC AUCTION,  
on  
WEDNESDAY, the 25th March, 1903,  
at 2.30 P.M.,  
within his residence, No. 1, Cameron Villas,  
THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—  
DRAWING-ROOM SUITE, IRON BED-  
STEADS with WIRE and HAIR MAT-  
TRESSES, MARBLE-TOP WASH-STANDS  
and DRESSING TABLES with BEVELLED  
GLASS, TEAK-WOOD OVERMANTELS  
with GLASS, BRASS and IRON FENDERS,  
TEAK-WOOD EXTENSION DINING  
TABLE, MARBLE-TOP TABLES,  
MOROCCO-COVERED ARM CHAIRS,  
ELECTRO-PLATED, CROCKERY and  
GLASS WARE, ICE CHEST, CHEST-  
OF-DRAWERS, CARPETS, RUGS,  
SHANGHAI BATH, COOKING STOVES  
and UTENSILS, &c., &c.;  
Also  
A fine collection of FERNS and PLANTS  
in POTS.  
Catalogues will be issued.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th March, 1903. [359c]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF  
the letting by Public Auction Sale, to be  
held on MONDAY, the 30th day of March,  
1903, at 3 P.M., at the Offices of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND,  
on the South side and near the crest of the  
Kowloon Range of Hills, New Kowloon, in the  
Colony of Hongkong, for a term of 75 Years.

No. of Sale.	Boundary Measurements.	Locality.	Area in Acres.	Annual Rent.	Upset Price.
1	100 ft. by 100 ft.	South side, near Crest of Kowloon Range of Hills, New Kowloon.	1.00	£400	£100

Hongkong, 21st March, 1903. [361c]

## DENTISTRY.

SUI SANG  
Dentist, Franchising with Dr. I. SAKATA.  
No. 24, Connaught Road Central.  
Hongkong, 20th February, 1903. [361c]

## Notices of Firms.

THE CHINA MERCHANTS S. N. CO.  
NOTICE.  
I HAVE This Day taken over the duty as  
MANAGER of the above Company.  
By Order of the Board of Directors,  
CHAN HEWAN,  
Manager.  
Hongkong, 18th March, 1903. [346c]

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.  
NOTICE.  
CONSEQUENT upon the Retirement of  
Mr. W. H. RAY, owing to ill-health,  
Mr. JAMES WHITTALL has, from This Date,  
been appointed SECRETARY of the above  
Company.  
By Order of the Board of Directors,  
E. W. MAITLAND,  
Acting Secretary.  
Hongkong, 17th March, 1903. [332c]

## Hotels.

KING EDWARD  
HOTEL.  
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.  
PRIVATE BAR  
AND  
BILLIARD ROOMS.  
Rooms specially reserved for Captains  
of the Mercantile Marine.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each Floor.  
Table D' Hote at Separate Tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 23rd October, 1902. [1116d]

AN OPPORTUNITY FOR AMERICAN  
AND EUROPEAN ENTERPRISE  
IN  
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,  
situate at Kowloon, within a few minutes' walk  
of the principal landing stages of the  
SECOND SEAPORT IN THE WORLD  
and on the Trunk Road of the Projected  
HONGKONG-CANTON RAILWAY,  
IS FOR LEASE ON  
VERY EASY TERMS,  
owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the  
residents of Hongkong and Kowloon, and by  
the Shipping Community calling at this Far  
Eastern entrepot of trade.  
An exceptionally large and showy building,  
capable of extension, with large piece of vacant  
land adjoining.  
Bounded by main roads leading to the  
Docks and Warehouses.

The Establishment has been conducted as a  
First Class Hotel and is a profitable investment.  
Is capable of still larger returns if management  
is taken over by person devoting exclusive  
attention to the Business.

Inspection of Books allowed to any one  
making Bond Fide Offers for Lease, &c.  
For full Particulars apply to  
H. RUTTONJEE,  
D'Aguilar Street,  
Hongkong.  
Hongkong, 23rd February, 1903. [220c]

## Masonic.

EOETHEN MARK LODGE,  
No. 264.  
A REGULAR MEETING of the above  
LODGE will be held at the Freemasons'  
Hall, 2ndnd Street, TO-MORROW, the 24th  
instant, at 5 for 8 P.M. precisely. Visiting  
Brethren are cordially invited to attend.  
Hongkong, 19th March, 1903. [344c]

## Intimations.

"BOA VISTA,"  
(HOTEL SANITARIUM OF SOUTH CHINA)  
MACAO.

THE most select Hotel in the Far East, beautifully situated, over-looking the sea, and  
affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
Telegraphic Address: "BOA VISTA."

## Johnson's Digestive Tablets.

THE GREAT REMEDY FOR  
Indigestion, Dyspepsia, Flatulency and  
Acidity of the Stomach.

VICTORIA DISPENSARY,  
Late Dakin, Cruickshank & Co., Ltd.



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is  
generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bung-  
ling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES.  
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to  
the greatest age by getting your glasses fitted by

N. LAZARUS,  
OPHTHALMIC OPTICIAN,  
OF LONDON AND CALCUTTA.  
Consulting Room: No. 16, Queen's Road Central.  
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite  
Hongkong Hotel. [6c]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,  
AND  
GENERAL EXPORTERS.

No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.  
Hongkong, 20th November, 1901. [256c]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Proprietor.

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,  
BY  
ARTHUR CHAPMAN,  
GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to  
send, as early as possible, Orders for as  
many copies as they may require, to  
THE GOVERNMENT ASSESSOR,  
The Treasury.  
Hongkong, 26th February, 1903. [236c]

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS,  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES,  
Nos. 44 & 46, Queen's Road Central. [19c]

FURNITURE WAREHOUSE.

LI KWONG LOONG  
CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STORE  
at  
No. 17, QUEEN'S ROAD.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any quantity required.  
Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Cos., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co. write as follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."  
(Sd.) A. S. WATSON & Co., Ld.  
ORDERS punctually attended to, and  
CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 20th December 1902. [140c]

SANG MOW.  
DEALER IN  
Bamboo Furniture, Bamboo  
Blinds and Matting of  
All C. Lours.  
No. 45, Queen's Road Central,  
Price Lists On Application,  
Orders Executed Promptly.  
Hongkong, 12th May, 1902. [146d]

CHEONG SHING.  
No. 30, Queen's Road Central,  
(Opposite to Messrs. GAUPP & Co.)  
DEALERS IN  
Jewellery and Silks, Pearls and Jadestone  
Ware, Ivory Ware and Carols, Chinese  
Goods of all kinds.  
And also General Exporters.  
All Goods respectfully solicited.  
Good quality and good workmanship  
guaranteed.  
Prices lower than other shops in the same  
line of business. [101d]



SOLE AGENTS:  
RITCHIE & Co.,  
35, Des Voeux Road.  
Hongkong, 12th March 1903. [107d]



## VICTORIA GAOL.

We make the following extracts from the report of the Superintendent of Victoria Gaol, for 1902:

The number of prisoners from the ordinary Courts was 5,786, besides 149 soldiers and sailors sentenced by the Military and Naval Authorities. There were 53 prisoners admitted for debt, making a total of 5,988.

The corresponding numbers for the preceding year were respectively as follows:—Convicted by the Ordinary Courts, 4,858; sentenced by the Military and Naval Authorities, 181; debtors, 29; and in default of finding security, 8. Total, 5,077.

The percentage of prisoners admitted with previous convictions recorded against them to the total number of admissions was 11.3 as compared with a percentage of 13.37 for the year 1901.

The daily average number of prisoners confined in the gaol during the past ten years is:—1893, 458; 1894, 455; 1895, 472; 1896, 514; 1897, 462; 1898, 511; 1899, 432; 1900, 486; 1901, 499; and 1902, 576.

The Superintendent of the Gaol, in paragraph 10 of the annual report for the year 1898 (during which year the daily average number of prisoners in the Gaol was 511), called attention to the inadequacy of the Gaol accommodation. The question was again raised in paragraph 12 of the Superintendent's annual report on the Gaol for the year 1900, when accommodation for 570 prisoners was given as the total capacity of the Gaol.

During the year under review and especially in the month of May, when for several days the number of prisoners confined in the Gaol went up to 749, the Gaol was very much overcrowded.

For 171 days during the year the daily population of the Gaol varied between 571 and 749 prisoners and on 45 days of that period the numbers were over 600. During the latter part of the year a number of prisoners were located in the corridors, cell accommodation being insufficient.

The following table shows the number of convicts confined in the Gaol on the 31st December for the past five years:—1898, 55; 1899, 95; 1900, 141; 1901, 180; and 1902, 215. During the above five years there were 116 convicts released, time expired, etc.

The figures in the above table call for special attention indicating as they do a continuous increase of long-sentence prisoners.

There were 6 deaths and 3 executions during the year, and 35 prisoners released on medical grounds.

There were 84 juveniles admitted to the Gaol during the year, 64 of whom were sentenced to be detained for 48 hours and to be whipped, the remainder were sentenced to various terms of imprisonment.

There were 1,971 punishments for breach of prison discipline, being an average of 3.42 per prisoner, as compared with 2.411 with an average per prisoner of 4.83 for the preceding year. There were eight cases in which corporal punishment was awarded during the year, seven of which were (with the birch rod) sentenced by the Assistant Superintendent alone and one with the cat-o-nine-tails sentenced by the same officer in conjunction with a Justice of the Peace.

Notwithstanding the overcrowded state of the Gaol during the year, the average number of reports per prisoner has been the lowest on record and speaks well for the maintenance of discipline throughout the prison.

There were 313 prisoners convicted from the New Territory during the year, of whom 16 were sentenced to 2 years' imprisonment and upwards.

Constant attention is given to the instruction of long-sentence prisoners (first offenders of good conduct, who are employed at industrial labour, viz., Boot and shoemaking, tailoring, mat-making, carpentry, smithing, net-making, mattress-making, raitan work, knifing, printing, and book-binding—the knowledge of which is useful and educational, rendering many of them much better adapted to earn an honest livelihood after their discharge from prison.

The total number of the forms printed at the Gaol during the year 1902 was 3,050,828 and 11,949 books were bound. The value of work done by the printing and book-binding department was \$20,039.13. Deducting the cost of paper, leather, etc., used during the year, from the net earnings, the total profits on all industrial labour amounted to \$29,439.91 for the year 1902.

All minor repairs to the Gaol have been carried out by prison labour.

The conduct of the European officers has as a rule been excellent, and their duties have been satisfactorily performed. The conduct of the Indian staff has been on the whole good.

There have been no escapes or attempts to escape.

The new quarters for married and single officers were completed and occupied in March. The officers' old quarters within the prison have been converted, by prison labour, into a hospital for prisoners.

The new hospital is a separate building, capable of accommodating 30 prisoners.

There have been no suicides or attempts to commit suicide during the year.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 23rd at 11.50 A.M., The barometer has fallen on the China coast, particularly in the North, owing to a depression, which is approaching the neighbourhood of Shanghai from the Westward.

Pressure is highest over W. Japan. The monsoon is interrupted on the China coast. S. to W. winds prevailing. Light E. and SE. winds over the N. part of the China Sea.

Forecast:—E. and variable winds, light, fair.

A. K. FOR ASAHU JAPANESE BEER.

G. G. G. G.

## HOTELS IN THE EAST.

"A Constant Traveler" has been "trespassing on valuable space" in a contemporary regarding the airing of certain grievances relating to the question of hotels. He says:—It is a strange fact that hotels—with one or two exceptions—East of Egypt, taking them on the basis of relative patronage, are the most unsatisfactory in the world. India has set the standard which is admitted to be a disgrace to that country by everyone that has travelled there, and I am sorry to say that standard shows no material improvement in Burma. Rangoon can boast of only one hotel that a European cares to patronise, and that hotel has lately been utterly unable to cope with the traffic. It is a surprise to everyone who visits Rangoon that no one seems to have the courage and enterprise to start a rival hotel under European management, for which there is admittedly ample scope. The position in Penang is not much better, where the need of an up-to-date hotel is greatly felt, and the state of affairs in Rangoon has a glaring analogue in Singapore. Visitors here have for the last month or so been turning away from the score from the hotel that commands most patronage, and yet no other hotel of anything approaching outstanding merit is to be found, notwithstanding the exorbitant prices charged."

## A STARTLINGLY DEFICIENT BIRTH RATE.

The statistics of the County of London recently issued by the London County Council show that there has been a decided improvement in recent years in the marriage rate for London. In 1894 it reached its lowest point—17 per 1000. In 1899 it was 18.4 per 1000. The birth-rate does not show a corresponding increase. It is now at the lowest point it has ever touched. Thirty years ago it was 35.4 per 1000; in 1899 it had sunk to 29.3. There are over four times as many births proportionately in St. Luke's as in St. George's, Hanover Square. With regard to these facts it would be interesting to know what are the experiences in other parts of the country. In parts of Devonshire, it is stated in the *Lancet*, it is quite the exception for the young married couples of the upper middle class to have any family at all. From notes that have been kept of marriages amongst private people of easy circumstances in one district it appears that out of 47 marriages which have taken place between 1887 and 1900, 31 have had no family at all. As to the effect, if this state of things exists all over the kingdom, it cannot but be serious.

## Intimations.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the REGISTERED OFFICES of the Company, Nos. 38 to 40, Queen's Road Central, on THURSDAY, the 26th day of MARCH, 1903, at 12 o'clock NOON, for the purpose of considering and if thought fit of passing the SUBJOINED RESOLUTIONS:—

1. That the Company may underwrite the whole or any part of the fire risks on all, or any, of its properties as the directors may from time to time determine.

2. That the sum of \$200,000 now standing to the credit of Permanent Reserve Fund be transferred to the credit of an "Insurance Reserve Fund" and that this Fund shall be credited with the same premiums on the properties underwritten by the Company as if they had been insured with other companies, and that all losses by fire shall be met out of the same Fund.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th March, 1903. [308]

CAMPBELL, MOORE & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the above COMPANY'S OFFICES, No. 29, Queen's Road Central, at 4 P.M. on TUESDAY, the 31st March, 1903, for the purpose of receiving the Report of the Directors with a Statement of Accounts, to the 31st December, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 25th March to the 31st March, both days inclusive.

By Order of the Board of Directors, M. A. A. SOUZA, Secretary.

Hongkong, 16th March, 1903. [325]

THE EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

THE "VIA EASTERN" TELEGRAPHIC SOCIAL CODE.

THE above mentioned Code is available for Telegrams sent by the lines of either Company, and may be consulted, or purchased, at the Companies' Office.

J. M. BECK, Superintendent.

Hongkong, 18th March, 1903. [347]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out at Lyemun on WEDNESDAY, the 25th instant, at targets in a South-Easterly direction.

Practice will commence at about 10 A.M. By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th March, 1903. [333]

WANTED.

INSTITUTION OF ENGINEERS and SHIPBUILDERS OF HONGKONG. Wanted a MANAGER for above Institution. Apply to

HON. SECRETARY.

Hongkong, 20th March, 1903. [338]

A. K. FOR ASAHU JAPANESE BEER.

G. G. G. G.

A. K. FOR ASAHU JAPANESE BEER.

G. G. G. G.

A. K. FOR ASAHU JAPANESE BEER.

G. G. G. G.

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903. [336]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Cargo ex S.S. "RICHMOND CASTLE,"

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th March, 1903. [337]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex S.S. *Venus* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 24th instant, or they will not be recognized.

No Fire Insurance has been effected, and no Goods remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 17th March, 1903. [335]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"

FROM PORTLAND (OR.), YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 17th March, 1903. [335]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 18th March, 1903. [341]

MIDZUSHIMA & CO.,

COAL MERCHANTS,

NO. 4, QUEEN'S ROAD CENTRAL, (FACING DUNDRELL STREET).

HEAD OFFICE: NO. 5, SAKAMACHI, KOBE, (UCHI-HONMACHI, MOJI).

BRANCH OFFICES: MIYAKI-AIKAWA, OSAKA, KAIYAM, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address: "MIDZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used:—A. 1. & A. B. C. 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France.

Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS of Kumamoto and Taniguchi Coal Mines.

SOLE AGENTS for Kawachi, Konan, Minami, Ito, and Kumagata Collieries.

K. UYEMURA, Manager.

Hongkong, 3rd March, 1903.

## Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 19th March, 1903. [653]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 20th March, 1903. [354]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st March, 1903. [353]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1903. [1]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL RILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIDED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIEN HALL, 66, Queen's Road Central Hongkong.

[71]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BOMBAY MARU .....	ROMBAY, VIA SINGAPORE and COLOMBO .....	TUESDAY, 24th Mar., Noon.
SHINANO MARU* .....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA .....	TUESDAY, 24th Mar., 4 P.M.
C. W. Thompson .....	NAGASAKI, KOBE and YOKOHAMA .....	WEDNESDAY, 25th Mar., Noon.
AWATA MARU .....	HAMA .....	FRIDAY, 27th Mar., Daylight.
A. E. Moses .....	KOBE and YOKOHAMA .....	FRIDAY, 27th Mar., 4 P.M.
YAKASA MARU .....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	TUESDAY, 7th April, 4 P.M.
J. B. Macmillan .....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA .....	SATURDAY, 4th April, Daylight.
UMANO MARU .....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID .....	
E. W. Haswell .....		
OSA MARU* .....		
H. Christiansen .....		
AMAKURA MARU .....		
H. Petersen .....		



Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

BREWED GINGER BEER IN STONE BOTTLES.

OUR GINGER BEER Is prepared from the freshest and best ingredients. Is the only GINGER BEER in the Colony that is really BREWED. Is of the highest standard of excellence and purity. Is a refreshing and health-giving beverage.

PRICE IN STONE BOTTLES:— Per dozen.....\$2.25

\$1.50 per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & Co., LIMITED, BREWERS OF GINGER BEER AND AERATED WATER MANUFACTURERS.

TELEPHONE NO. 156. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1839.

A CHEE & CO., 祥利廣 17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.

PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING AND PRINTING UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition. A. 1 Code.

Liébert's Standard Code. TELEPHONE, 332. Hongkong, 20th March, 1903. [355c]

SAN MIGUEL San Miguel San Miguel

BIRTHS.

On the 7th March, at Balbeattie, Scotland, the wife of Captain R. PHILLIPS, China Navigation Co., of a son.

On the 17th March, at No. 13, Boone Road, Shanghai, the wife of O. A. MADAR, of a son. On the 18th March, at No. 1, Mediun Road, Shanghai, the wife of E. M. THOMAS, of a daughter.

DEATHS.

On the 14th March, at Ningpo, the dearly beloved wife of ALFRED JOSEPH HUDSON, aged 35 years.

At 49, Miller Road Shanghai, on the 14th March, 1903, ISABEL FRANCISCA TERRIBLE, in her 54th year.

At Singapore, on March 15, Caroline, widow of Capt. J. H. DILL ROSS.

On the 19th March, at No. 66, Kiksen Road, Shanghai, FREDERICK CLIFTON, of the Shanghai Waterworks Co., Ltd., aged 48 years.

THE HONGKONG TELEGRAPH HONGKONG, MONDAY, MARCH 23, 1903.

THE LOCAL ADMIRALTY DOCKS.

Ever since the decision of the Home Government was made known that it was advisable in Imperial interests for the Admiralty to possess its own docks in the Colony, considerable interest was taken in the project, and that interest remained centred in the scheme until it received its first practical application when the decision was announced that the docks were to be built in Wanchai on this side of the harbour. It must still be fresh in the memory of our readers that the weight of public opinion was that the choice of the site was an inexpedient one. By far the more suitable selection should have been one on the Kowloon side of the harbour. Then when the Eastern Reclamation Scheme was conceived by Sir Paul Chater and unanimously concurred in by the Eastern Marine Lighthouse negotiations were, we believe, opened with a view to obtain the transfer of the Naval Yard Extension works from their present site so as to give to the Colony one continuous waterfront thoroughfare for the whole breadth of the Island—from Kennedy Town on the West to Causeway Bay on the East. The expenditure till then incurred by the Admiralty on their dock scheme had already assumed such proportions, and the advice of their experts prevailing, that it was considered no transfer of the site could be effected at that stage. Thence the work progressed, and Dame Rumour has from time to time been active as to the unsatisfactory nature of the sea bed on which the cofferdam is to be constructed. No sooner are these rumours put into circulation than they are discredited. To-day, however, it has again gained currency, and on the present occasion with far more persistency. It is reported that no solid bottom, or one as satisfactory as it was at one time anticipated, has been obtained, and there is a divergence of opinion among those who are responsible in the engineering of this gigantic project whether a site over at Kowloon is not after all the more desirable. It is believed, on rumour, that a meeting of the Authorities concerned will be held to-morrow to consider the subject. The community will await with considerable interest the announcement of any plans of the naval officials in regard to their extensive projects in this important base, involving, as they do, such momentous issues to the interests of the Colony at large. It has been suggested that in the reconsideration of the Imperial Government's Scheme, the properties of the Hongkong and Whampoa Dock Co., Ltd., might not be left out of the pale of discussion.

LOCAL AND GENERAL.

Anything in the Photographic line, no matter what it may be, can be had at LeMunyon's.—Advt.

A NATIVE was sentenced to two months' hard labour for breaking into the premises of No. 56 Elgin Road, Kowloon, and stealing therefrom about \$50 worth of clothing.

THE Emperor of China's telegram of condolence on the death of Prince Komatsu was sent direct, and was in English, and the Emperor of Japan's reply was also in English.

Just call up Phone 390 or write to P. O. Box 368. Either will find LeMunyon, and he is always ready to serve you.—Advt.

EXTRACTS from the report of the Superintendent of the Victoria Gaol are printed on the third page. The report of Saturday's rowing and other matters are unavoidably held over till to-morrow.

It is rumored at Peking that Sir Robert Hart tried to resign from the Imperial Maritime Customs Service, and that he recommended a certain Britisher to be his possible successor, in case of his retirement.

Our Dry Plates, Paper, Film, etc., etc. guaranteed to be strictly fresh and satisfactory in every way. C. E. LeMunyon, No. 31 Des Vaux Road.—Advt.

THE cricket match between the A. O. D. and Craighower C. C., which was played on Saturday at the Happy Valley was won by the Craighower by 4 wickets and 27 runs.—The total score of the Ordinance was 89, of which Craighower contributed 41, whilst Craighower scored 116 for 6 wickets, the best scores being R. Bata 31 and M. E. Asger 27; not out.

SAN MIGUEL San Miguel San Miguel

Bring your Developing and Printing to LeMunyon's. Your work there is guaranteed in every respect.—Advt.

THE following telegraphic information dated 16th instant, has been received from the Sumatra Director and Manager of the Maatschappij tot Landbouwenexploitatie in Ilangkat, Ltd.:

Daily aggregate output of Crude Petroleum ..... 45,000 Cases. Crude Petroleum in Tanks at date ..... 230,000 Cases. Kerosine made since the date of the preceding half-monthly telegram ..... 490.0 Cases. Kerosine shipped since the date of the preceding half-monthly telegram ..... 630.0 Cases. Kerosine in Stock at Refinery at date ..... 57,000 Cases.

To see one of the beautiful Kodaks at LeMunyon's is to buy one. Just call and make him a visit. You will be well repaid.—Advt.

At the Regular Convocation of Cathay Chapter, No. 1165 E. C. held at the Freemans Hall on the 20th inst., M. E. Comp. E. C. Ray (for the District Grand Superintendent) and the Officers of the District Grand Chapter attended and installed the Principals of the ensuing twelve months, viz. M. E. Comp. W. H. Wickham, M. E. Z. E. Comp. R. C. Edwards, H. E. Comp. A. H. Bottenheim, J. M. E. Z. invested the following officers:—Comp. J. W. C. Bonnar, S. E. Comp. E. A. Honner, S. N. Comp. A. T. Stewart, Comp. E. H. Ray, P. S. Comp. C. H. Watson, 1st A. S. Comp. A. S. Cochran, 2nd A. S. Comp. C. P. Chater, 1st D. C. Comp. G. E. Cole, Steward; Comp. J. Vansione Janitor.

Every steamer from the United States brings great quantities of Kodaks and Photo Supplies for LeMunyon, No. 31 Des Vaux Road.—Advt.

INTERESTING LAND CASE.

AT THE SUPREME COURT.

At the Supreme Court this morning, Li Ki Tong, merchant, 5, Glenelg Road, applied for leave to appeal against a decision of the Land Court, of 10th January, disallowing his claim to certain land at Samshui marked as B.F., Serial No. 149, Survey District No. 4. Mr. T. Morgan Philips, barrister-at-law (instructed by Mr. Wei Wei of Messrs. Johnson, Stokes & Master, solicitors), appeared in support of the application. His Lordship, he said, would perhaps remember that application was made on 22nd January last and upon that occasion His Lordship directed the application to stand over to enable the notes of the evidence to be copied, and an adjournment was made for another month. The application now came on for hearing. The point seemed to be very simple. Mr. Li Ki Tong claimed this land and he understood there were other claimants in respect of parts of it. The whole of the claims were disallowed by the Land Court and it was surmised by his client that the reason for the Land Court's decision was that the land referred to was below high-water mark, and that being so, it might be thought it was consequently the property of the Crown. If that was the reason, the matter was a very important one which must be argued sooner or later in that Court. If that was not the reason, it seemed to him that this claimant was entitled to have some reason given for the decision of the Land Court. No reason of any kind had been assigned. That was his case, and he did not think any affidavits were necessary under the circumstances. His Lordship—I am sorry I do not see my way to grant leave in this case. What happened in this case was as follows: The judgment of the Land Court was given on 10th January, 1903. By section 16 of Ordinance No. 18 of 1900 the claimant, being dissatisfied with the decision, and the value of the claim being over \$50, was entitled to apply for leave to appeal, such application to be made within 14 days from the date of the decision. On 22nd January an application for leave to appeal was made, but the parties, not being ready to proceed fully that day, I allowed the further hearing of the application to be adjourned till 23rd February, 1903. Shortly before that date an ex parte summons was taken out asking for further time and that would fix the hearing at a date one month later than 23rd February. This application was supported by an affidavit showing that there were copies of some further notes required. That application was granted, and accordingly to-day (23rd March) was fixed for the hearing. The parties must have had the notes of evidence for at least three or four weeks, and if they had any cause to complain of the decision disallowing the claimant's claim there was plenty of time for him to have made an affidavit setting out in what way any injustice had been done to him, and at least setting out what his own prima facie title to the land in question was. Nothing, however, appears to have been done till the afternoon of Friday last, when a letter was sent to the Deputy Registrar asking for an adjournment. That was not a proper course to take. When the Court has fixed the hearing for a special day, if further adjournment is required, formal application, by summons or motion supported by proper affidavits, should be made. Neither can I take judicial notice of an informal application by counsel to me in Chambers, for, although it always affords me pleasure to see counsel on any private matter, if they call upon me with regard to judicial matters there should be some proper application pending before me. In these cases, if a person should, as Mr. Morgan Philips has done, even prima facie, that any injustice had been done to his client, even some apparent injustice, which required explanation, and so justified leave to appeal being given, it would have been another matter. When I am asked to grant leave to appeal from a decision of the Land Court some good reason should be shown me, and the facts should be supported by affidavit. It was not intended by the action of the Territories Land Court Ordinance, allowing application to be made for leave to appeal, that a person should simply to procure a copy of all the notes often very voluminous, taken by the Land Court, and to get a copy of the grounds of the Land Court's decision in order to see whether, under a microscopic scrutiny by counsel, some peg could be discovered on which to hang an appeal. I must refuse the application.

THE TUNG WA HOSPITAL.

NEW EXTENSION BUILDING.

Concluding a long despatch to the Earl of Kimberley on the 19th February, 1872, on the opening ceremony of the Tung Wa Hospital on the 14th February of that year, Sir Richard MacDonnell wrote that he could conscientiously say that he looked forward with cheerful hope to the future of the Tung Wa Hospital. The hope of that wise Governor in the past, as in the present, was prophetic. Thanks to the untiring devotion, disinterested zeal, and the spirit of humanity which directs the action of each and every member of the Committee of Management of the Tung Wa Hospital in the Colony, they can point to the buildings of that most deserving of charitable institutions as an important undertaking which private munificence of the native community has done so much to foster and the Government of the Colony to countenance and promote. The petition of 1871, whence the present hospital owes its origin, was a humble document. It was characteristic of the Chinese. It prayed for "a piece of ground to the petitioners to build a common ancestral Chinese temple." The memorialists represented that "people of other nations and persuasions have had similar grants; but the Chinese who frequent the colony being workmen, servants and the like, if they die here have no temple in which their ancestral tablets may be placed. Many of them come from a distance and if, when they died here there was a temple to receive their tablets, their fellow-villagers or connections visiting Hongkong could carry them home." A piece of ground was accordingly allotted to them, and it was no more than a hundred feet square. To this circumscribed area then we trace the first site upon which the Chinese had cast their eye for the future buildings now forming so conspicuous a complement of the local public institutions. The Chinese fixed upon Taipingshan, because of their deep-rooted belief in geomantic influences. Tai Ping Shan is the "hill of universal peace"; the characters tai, ping, and shan, literally interpreted, conveying to our minds that significance. Under the shadows of this hill of such happy omen have they constructed their first building, which is now extended by the addition of a new building forming the subject of the present notice. It should be interesting to state that of the thirty-four original founders of this beneficent institution, Mr. Tang Kam Chi, head partner in the shipping firm of Messrs. Lee Wing & Co., still survives to witness the good work so far progressed and developed which he initiated more than half a century ago. His colleagues are all dead.

On the 25th November, 1899, with trowel and mallet in hand, His Excellency Sir Henry A. Blake, G.C.M.G., declared the first stone of the Tung Wa Hospital Extension Building to be "well and truly laid." Within the next few days His Excellency will be identified with the opening ceremony of the building, whose foundation stone he laid a little over three years ago. Having regard to the solicitude which the Governor has exhibited in the customs and institutions of the native population in the Colony, they are to be congratulated that His Excellency has consented to associate himself with the ceremony which will take place on Thursday afternoon.

It has been stated that the building has been a little over three years in co. pieing. This is not by any means too long a period, when the size of the structure is considered and regard is had to the fact that the cost has been provided entirely by voluntary contributions, although the site was granted free of premium by the Government. It will be remembered that the gift was obtained from the Crown during the chairmanship of Mr. Ho Tung. The total amount collected is \$115,000, this included the donations from the European community who responded to the appeal most generously. In collecting such a handsome amount Mr. Ho took of Messrs. Jardine, Matheson & Co. worked indefatigably in canvassing for the good graces of the European firms and private individuals with whom his personal influence counted for much. His brother, Mr. Ho Kom Tung (also of the "princely house") deserves credit for the efforts he made in procuring the necessary funds in which he, however, had the co-operation of Messrs. Lee Yue Chuen, Lee Sau Hin, Chau Pih Chuen and others.

contact with foreigners. For the provision of an operating theatre in a hospital designed exclusively for Chinese patients, where they will be given the choice of adopting European or native method of treatment, is a departure as novel as it is necessary in the interest of surgical practice and science, no less than in that of humanity. Leading off the wards on the third floor and descending a few steps which connect it with the eastern section of the hospital is the operating theatre. A skylight, a verandah in front looking over Po Yan Street, and doors on the sides give all the necessary light to this room, removed as it also is from the main sections of the hospital proper. On the same floor there will be reserved a couple of rooms for private paying patients, who may object to being associated with the other patients in the general wards. There will also be two private rooms for maternity cases. The topmost flat of the entire building is laid out as one large general ward, corresponding in dimensions and plan with the ward on the second floor. This makes the last or sixth ward. Taking them all together they provide accommodation comfortably for 72 beds with a cubic air space exceeding 700 feet per patient. The hospital is lighted throughout by gas. The Tung Wa Extension Building is unpretentious in appearance, but the design is well adapted to the site and laid out with a view as much to economy as general usefulness. The cost amounted to \$85,000. Messrs. Lo, Ho, and Orange are the architects. It might be added that the resident surgeon of the Tung Wa Hospital is Dr. Cheu Kok, who succeeded the late Dr. Chung, in the visiting surgeon Dr. J. C. Thomson, M.R.C.S. The members of the present committee are:—Mr. Tang Kam Kook, Mr. Tang Lai Chuen (commander, Messrs. Ho, S. Jacob & Co.), Mr. Li Hing (Nan P. K. Hong guild), Mr. Man Kwong Tin (commander, Messrs. Carlisle & Co.), Mr. Chiu Sik Yue (Canton Yarn guild), Mr. Ng Pak To (commander, Messrs. Lau, Leung & Co.), Mr. Siu Yuen Fai (Nan Pak Hong guild), Mr. Chan Kwan Hing (Nan Pak Hong guild), Mr. Yui Wai Co (Nan Pak guild), Mr. Li Nai Chee (Rice guild), Mr. Tang Lai Tung (Prawn Brokers guild), and Mr. Lum Chun Tak (Peanut Goods guild).

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE KIRKCUDBRIGHT HIRE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—As one whose lot it has been to have 9 years before the mast in 11, and 12 years as officer or in command, and having no axe to grind in print save that of "Universal Justice," would you kindly allow me to make a few remarks in relation to the case of the *Kirkcubright* recently reported in your columns. On leaving port the mate contends that all but two, though willing to work, were not good sailors, but in my nine years' experience as boy, ordinary seaman, and able seaman, I was never with an officer who tried to teach the crew to be good sailors. On leaving the *English Channel* it was discovered that some of the beef and bread (by bread is meant hard biscuits capable of being kept on board for several years, and usually called by sailors "Liverpool pa-tiles") was missing; also that some of the meat was utterly useless; and the biscuits already maggoty. This beef, bread, pea soup and three quarts fresh water for all purposes, practically constituted the sailor's daily "bill of fare" for months together on board most British sailing ships. In calm or typhoon, in tropics or in the vicinity of the pole, it is the same food, and weighed with the same accuracy, and used to disgrace the most modern *Shyluck*. While I agree, Mr. Editor, that rank insubordination must be punished, I contend in assuming the role of judge, one should put himself in their place with five months of this living before them. My past experience convinces me that the best "prize fighter" on board is usually made boatswain, with the object of extracting as much work as possible out of an undermanned crew. Add to this that, in ordinary times, the seaman is on duty for at least 12 hours each day and for seven days per week, and is very often kept at work for 16 hours each day, with never more than 3 hours sleep at one time, and it will, I believe, convince the impartial that insubordination at sea is not entirely one-sided, but like many other things governed by cause and effect. The cause in many cases can be traced to the shipowner's meanness, and the effect is a "floating hell" for all on board. The owner has certainly a cause for complaint in loss of time, money, charter, ship, and things with which the owner in such cases as these (if not caused by his meanness) should not be entirely saddled. The master of the *Kirkcubright* told the Magistrate that he wired to the Consuls at Peking and Saigon, but received no assistance. Are these Consuls paid to live comfortably in mansion or are their duties like a General's to be at the place where diplomatic and legal duties are most required? The Consuls, assuming they had jurisdiction on Hongkong, certainly had jurisdiction on board a British merchant ship, and had they gone on board the ship, tried the men, and given a decision, the ship would probably not have lost her charter. The master also wired to His Excellency Sir Henry Blake asking for assistance, and here again the same loss of time, the same injury to British shipping appears when 17 of His Majesty's ships were in Hongkong, and its dependencies. Was it not within the scope of His Excellency to requisition the Imperial Authorities (the Admiralty or Commodore) to despatch a destroyer or gunboat to Hongkong to settle this case, or in our naval peace maintained for football contests? The master, after asking assistance from the diplomatic and civil services, brings the crew to Hongkong, but before leaving sends a wire to the Harbour Master asking for assistance on arrival. The money for the telegram to the Hon. R. M. Rumsey seems to have been more than wasted, for the men were taken out of the ship at the master's signals. The humiliating condition to which Captain R. Blance was reduced, by being kept for two hours at the Harbour Master's door for an interview, and then being ruthlessly sent away without interview or advice, is unworthy of our Royal Harbour Master, and justifies the allegation that one or both of the Harbour Masters should be practically merchant ship captains, with exclusive jurisdiction in the merchant service. I believe the Harbour Master receives a salary to assist and to give despatch to British shipping, and it is to be hoped that the Honourable R. Sheehan, the representative of commerce, will consider this duty to propose a "vote of censure" on his conduct in a Legislative Council. Finally, it is to be hoped that "Private" marked on the door of the Harbour Masters' room, and the "Police Guard" that stops masters from seeing him on duty, will not deter them from writing to the Government whenever they are treated in such an autocratic manner as that meted out Captain R. Blance.—Yours truly, Hongkong, March 20th, 1903.

CUSTOMS STATISTICS.

The Customs' Goods—October-December 1902, show that the total revenue collected in the fourth quarter of the last two years is as under, in Indian units:—

	1902.	1901.
Chinese ports.....	8,177,894	6,954,437
Kowloon and Amoy.....	1,571,114	210,373
Lungchow, Mongtse, & Sze-mao, & Tientsin.....	57,641	8,677
Total.....	9,806,649	7,173,487

ACCIDENT TO THE FRENCH MAIL.

TWO DAYS OVERDUE.

Yesterday (Sunday) says the *Trails Times* of the 15th inst., the Singapore agents of the Compagnie Des Messageries Maritimes received a cable from Pulo Wee, Sumatra, notifying them that the mail steamer *Tonkin* had passed that point on Saturday to a partially disabled condition, her starboard shaft being broken. The *Tonkin* was due to arrive in Singapore on Saturday and some anxiety was felt until the arrival of the cable. On inquiry at the Singapore office this morning, a *Straits Times* representative was informed that the *Tonkin* is able to steam from 10 to eleven knots on the engine, so that on this calculation it is expected that she will arrive in Singapore about six o'clock this evening. It is possible, however, that delays have occurred in an effort to match up the shaft in that she will not arrive till tomorrow morning. It will not be decided until her arrival what arrangements will be made for her repair, or whether she will proceed to Saigon. As, however, the Company has at present two steamers in port, it is possible that one of these will be commissioned to carry the mails and passengers. We have seen that the Japanese steamer *Waka Maru* which is to bring the mail on to Hongkong, is due here next Thursday. The *Singapore Free Press* thinks the time has arrived when the Government might well consider again whether it cannot take advantage of the offer of the British India Company for the conveyance of mails.

TANJONG PAGAR DOCK CO.

THE HALF-YEARLY MEETING.

The half-yearly ordinary meeting of the Tanjong Pagar Dock Co., Ltd., was announced to be held at the Company's town office, Collyer Quay, Singapore, to-day. The statement of accounts for the half-year ended 31st December last, is as follows:—The net amount for the half-year available for distribution, including \$37,000 brought forward from last account, is \$704,553.55. The directors recommend the following disposition:—\$275,000 to be written off for depreciation of property, and \$25,000 to be added to General Reserve Fund—which fund it will be noted from the accounts is invested in the Company's business—and which will thus be brought up to \$1,700,000; dividend for the half-year of \$6 per share and a bonus of \$1 per share. The adoption of these recommendations will leave a balance of \$74,553.55, which is suggested to carry forward. The sixteenth issue of debenture, new series, amounting to \$175,000, which matured on 10th October, 1902, has been replaced by an issue of debentures for a similar amount, bearing interest at 5 1/2 per annum, under the title of "B" series. The total amount of debenture issues is \$1,365,000. A further issue of debentures for \$150,000 at 6 1/2 per annum, has been arranged and subscribed for, and this series will be issued on the 11th April, 1903. Since last half-yearly meeting the following changes on the board of directors have taken place:—Mr. W. A. Greig and Hon. C. Bringer resigned, and Messrs. W. P. Waddell and W. H. Sheffield elected. Mr. J. Rumney Nicholson has also been elected to the Board, under the title of managing director of the Company. Messrs. A. von Rosing, Paul Hanter and John Anderson, retired from the board of directors, and Messrs. J. L. Mansfield and John Finlayson from the London Consulting Committee, by rotation; and, being eligible, offered themselves for re-election. The retiring auditors, Mr. T. S. Thomson and Messrs. Lyall and Ewall, offer themselves for re-election.

THE PLAGUE.

During the forty-eight hours, ended at noon to-day, five further cases of bubonic plague, making 102 since January 1st, were notified as having occurred in Hongkong. Two of them were cases of dumping bodies having been found opposite 98, Third Street, and on the hill side at Leighton Hill Road. Other cases were from 74, First Street; 8, Upper Station Street, and 20, Caine Road.

SHIPPING AND MAIL NEWS.

MAILS DUE. Australian (Taiwan) to-morrow. French (Tonkin) 25th inst. Fre. ch (Tonkin) 26th inst. Indian (Kumsing) 27th inst. English (Pillar Heineke) 27th inst. German (Pillar Heineke) 31st inst. German (Kiautshan) 1st prox. American (Siberia) 10th prox. The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Vancouver at 8 p.m. on Saturday, the 21st inst. The Imperial German Mail steamer *Stratford*, which left here on the 18th inst., arrived at Genoa on Friday, the 20th inst., at 5 p.m. The N. Y. K. Co.'s steamer *Asama Maru* (Australia Line) left Manila for this port on the 22nd inst., and is expected to arrive here on the 24th inst., at 1 p.m. The P. & O. S. N. Co.'s steamer *Ballaarat* left Singapore for this port on the 22nd inst., and will arrive here on the 24th inst., at 1 p.m. The Canadian Pacific Railway Co.'s steamer *Albatross* arrived at Shanghai on Saturday, the 21st inst., and left again on Sunday for Nagasaki where she is due to arrive at 6 a.m. on Tuesday, the 23rd inst. The Imperial German Mail steamer *Stratford*, carrying the German Mail, with dispatches from Berlin of the 3rd inst., has left Colombo on the 20th inst., after noon, and is expected here on or about the 21st inst. The Imperial German Mail steamer *Stratford* has left Kobe for Nagasaki on Saturday, the 21st inst., and is expected here on or about the 23rd inst.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## The Tientsin Volunteers.

CLASS AWARDED.

TIENTSIN, 21st March, 5.23 p.m.  
Referring to my letter of the 10th instant, the Clasp for the Relief of Peking has just been awarded. Royce-Kup.

[The letter mentioned by Captain Royce-Kup, of the Tientsin Volunteer Corps, is printed in another column.—Ed., H.K.T.]

(Reuter's.)

## The Transvaal Labour Question.

LONDON, March 20th.

Messrs. Skinner and Noyes, the Commissioners of the Transvaal Mining Industry, travelling to study the question of Chinese labour for the Transvaal have arrived at London and sail on the 28th instant for New York from where they will proceed to California on a visit to the mining centres. They will then sail for Yokohama and China spending two months in China and Malay Peninsula ports, notably Singapore.

## The Liberal Policy.

Sir Henry Campbell-Bannerman speaking at Leeds said the Liberal policy of twelve years ago was not in any sense abandoned but only put aside for a favourable opportunity which was now coming.

LATER.

## Great Britain and Italy.

Great Britain has spontaneously assured Italy that the reports concerning the occupation of Bomba are baseless.

## Mr. Chamberlain in the City.

Mr. Chamberlain received an ovation in the City on the occasion of the presentation of an address by the Corporation. In the course of a speech he said that he returned from South Africa more than ever convinced that the war was unpreventable, but he looked with confidence to the future in the belief that the problem of South Africa was settled at last.

## The United States.

March 21st.

The Senate has passed the Cuban Treaty with amendments requiring the approval of the House of Representatives, thus deferring the admission of Cuban Sugar to the United States indefinitely.

## Mr. Chamberlain in the City.

Mr. Chamberlain after the presentation of the address at Guildhall drove with the Lord Mayor to the Mansion House, where he lunched. In reply to his toast, Mr. Chamberlain said he hoped the tour which he had just completed would be repeated by his successors. The present was a critical period in the history of the Empire and the old idea of dominion by a central state must be replaced by the new conception of an Empire based on a community of interests.

## France and the Clergy.

In a discussion in the Senate concerning the estimates for public worship, the Premier enumerated pastoral charges and letters insulating to the Government, and declared that the Government would denounce the Concordat if the clergy continued to interfere in politics.

## By-Election.

At the election at North Permain, Mr. Mitchell, an Independent Conservative, was elected by 2,407 against Mr. Craig's, official Conservative, 2,255 votes. Mr. Mitchell replaces the Conservative Member, Mr. Archdale.

(N. C. D. News.)

## Railway Construction in Japan.

Tokyo, 18th March.

The Japanese Government is about to issue railway bonds to the amount of seventeen million yen, required for constructive work decided on last year, but postponed.

## American Cup Race.

London, 18th March.

The yacht that is being built in the United States to defend the Cup is named *Reliance*.

## The Aden Hinterland Dispute.

As a result of protracted deliberations, his Ministers have submitted to the Sultan a proposal which is believed will solve the difficulty as to the hinterland of Aden.

## Obituary.

London, 18th March.

The death is announced of Mr. W. S. Caine, M.P. for Camberne.

## The Diplomatic Body and the Payment of Duties.

Peking, 19th March.

At the meeting of the Diplomatic Body, held on Tuesday, the French Minister, acting on his instructions from the French Government, moved that the Ministers should accede to the proposal of the Chinese Government to collect the Customs duties on a gold basis.

## A New Vice-Consulate in Macedonia.

London, 19th March.

Lord Cranborne announced in the House, that owing to the disturbed state of the district, a British Vice-Consulate has been established at Monastir.

## Mr. Brodick's Army Scheme.

Again.

In the House of Commons, on the report of the resolution fixing the effective of the Army, the Hon. Wm. Gibbes (Conservative, St. Albans) moved a resolution of three thousand men, in order to call attention to the quality of the recruits coming forward.

Mr. E. W. Becker (Conservative, White) and others renewed their attack on the Army Scheme. Mr. Brodick, Secretary for War,

ASK FOR ASAHI JAPANESE BEER.

motion to discuss the question again. The motion was rejected by 246 votes to 7, and the report and vote were adopted.

## Bad Weather in Foochow.

Foochow, 19th March.

The races are postponed to Saturday and Monday next.

## The King of Greece and his Cabinet at Odds.

London, 19th March.

The conflict between the King of Greece and his Ministry, connected with a Bill recently introduced in the Chamber by the Minister for War excluding the Crown Prince from the post of Commander-in-Chief, is becoming acute. It appears that the Bill was introduced without the knowledge of the King.

(Manila Cablenews.)

## The Philippine Currency.

NEW YORK, March 16th.

By special direction of the Secretary of the Treasury, the work of coining the Philippine pesos at the Philadelphia Mint is being rushed as rapidly as possible. Extra force has been engaged for this work and the Mint officials announce that the first five million pesos will be ready for shipment within two months.

It will be remembered that the act passed by Congress providing for a new five million pesos, was passed in the month of July, 1901. This indicates that within three months the new coinage will be in circulation and the new era will begin.

## Mexican Financial Disaster.

NEW YORK, 18th March.

The agitation for a gold basis in Mexico has produced a tremendous financial disaster in that country and a grand financial panic has resulted. The most substantial business houses are shaky and many have failed outright. The value of silver has declined rapidly and has made the fulfillment of contracts almost impossible.

Coupled with the bubonic plague, whose ravages continue unabated, the country is on the verge of the most severe hard times in its history.

## TIENTSIN VOLUNTEER CORPS.

In another column will be found a telegram relating to this Corps. The wire was received too late for publication on Saturday. We have since received the following letter:—

Tientsin, 10th March, 1903.  
DEAR SIR:—In the name of the Committee appointed by the members of the Tientsin Volunteer Corps to represent them in their refusal of the China Medal without a Clasp, I beg to hand you a copy of my report, as commanding officer, on the work performed by the Corps during the Siege of Tientsin in 1900, which, you will see, is endorsed by the Chairman of the British Municipal Council. This report is identical with that recently submitted to H.M. Government, and we send it to you in the hope that you will be kind enough to give it space in your valuable paper and assist us in venting our grievance.

I am, Dear Sir,

Yours faithfully,

(Signed) J. BOYCE KUP.

For the Committee appointed by the T. V. C. in re the China Medal.  
The following is the enclosure:—  
Report on the work performed by the Tientsin Volunteer Corps during the Siege of Tientsin in 1900 by:—  
J. Boyce Kup then Captain Commanding the Corps.

As there would appear to be a mistaken impression as to the position and actions of the Tientsin Volunteer Corps during the siege of Tientsin in 1900 caused possibly by ignorance of what really took place, I have the honour to lay before you the following short report of what actually happened.

For two or three weeks before the outbreak of hostilities, the T. V. C. was on active service every night doing patrol and other duties, notwithstanding that the members had their own business affairs to attend to in the daytime. In the original scheme for the defence of the British Concession, drawn up by Commander Wright, R.N., a d myself, which was really never deviated from but only enlarged to embrace and work in harmony with the arrangements of our allies on both sides, it was laid down that in the event of serious trouble the T.V.C. should (as their Head Quarters were the Gordon Hall) hold the Flund from the American Concession to the Pumping Station opposite the China Merchants Office; and on the commencement of the bombardment on the afternoon of the 17th June, I immediately assembled the Corps and took possession of the line of defence allotted to it, at the same time placing myself under the direct orders of Captain Dayly, R.N., who had since arrived in Tientsin as Senior British Officer.

As soon as the Military Schools, on the opposite side of the river and on the right of our position, had been abandoned to the Chinese, the Corps was subjected to a continuous and heavy fire, and had to use considerable exertions to strengthen its position by the erection of barricades, &c. to guard as much as possible against being rushed. During the time the T.V.C. held its position of the Bund, although the actual defence of the position appeared to be left in my hands I was continually in receipt of orders from Captain Dayly, to whom I made my reports, and on one occasion applied for and obtained the support, for the night, of one of the two nine pounders which, with a quick-firing gun on the Bund somewhat higher up, then constituted the whole of the available British artillery.

The Corps, besides holding its own line of defence, was several times called upon to send as many men as could be spared for special service elsewhere, such as assisting in the defence of the Woolen Mill, endeavouring to take out water and medical stores to meet Admiral Seymour's Column, escorting refugees to Tongku, &c.; and as to the first two incidents, a few particulars may not be out of place.

The Woolen Mill standing in an exposed place on the plain at the extreme Western limit of the besieged area, was one of the most vulnerable points held by the British troops; and when they were hard pressed a company of volunteers was sent under Lieutenant R. S. Buck to reinforce the position and help to repulse one of the most determined attacks made on the British Lines. So well did the volunteers acquit themselves on this occasion, that they were congratulated by Lieutenant Colonel (then Major) Luke of the Royal Marines, who commanded that position, on the services they had rendered and especially on their excellent shooting.

On the other occasion, the volunteers in conjunction with Blue Jackets, at great risk, endeavoured to carry supplies to meet Admiral Seymour's Column on its return from attempting to reach Peking; but were forced to retire before over two thousand Chinese regulars who were drawing in upon them in horse-shoe formation. The scouting on this occasion was done by mounted volunteers and but for their alertness the small company escorting the supplies would have been annihilated.

ASK FOR ASAHI JAPANESE BEER.

A gain, on another occasion, when a steam pinnace belonging to our German allies had been sunk by the Chinese and abandoned near the position held by the Tientsin Volunteer Corps, the crew only escaping with the greatest difficulty and many casualties, a detachment of 12 Volunteers under Corporals A.S. Annand and F.A. Kennedy and accompanied by 2 Blue Jackets succeeded in retaking the pinnace and saving the Maxim Gun belonging to it. The names of all those concerned in this rather risky undertaking were applied for by Captain Dayly, R.N., it was stated, "for mention in dispatches"; and the fact that the Corps was allowed to retain the Maxim Gun saved from the pinnace, and the action of the authorities in lending carpenters to place it on a temporary carriage and a gunner to work it shows, in my opinion, their appreciation of the conduct of the Corps in this instance.

The gun was ultimately returned by me to our German friends under direct orders from Captain Dayly.

The gallant act of Lieutenant James Watts, R.N.C. (then a private in the T.V.C.) in riding to Taku on the 19th June, through the thick of the enemy to procure relief for besieged Tientsin, then in dire straits, is too well known to make it necessary to go into it at any length here. Private Watts was immediately promoted to a Lieutenancy in the Corps in recognition of this brave deed, and His Majesty has since been pleased to confer on him the Companyship of the Order of St. Michael and St. George. Two privates in the T.V.C. were offered Commissions in His Majesty's army, and the one who accepted has since seen service in South Africa.

The casualties sustained by the Corps were, I am pleased to say, but few, owing to the fact that most of the fighting, although of great odds, was behind barricades, &c.—and to the high and wild fire of the enemy, and there are thus but six casualties to report—one of which, Private Grant, was a stretcher case and serious.

There was also one death from enteric, viz.:—Private Moffat.

When Tientsin was relieved on the 23rd June, the opposite side of the river in front of the position held by the T.V.C. was occupied in force by our Russian allies, and on the 3rd July the Corps at its own request was temporarily relieved from duty by Captain Dayly, on the understanding that it would be called out again if necessary as there was not then such pressing need for its services, and indeed new work would have had to be found for it elsewhere in addition to which many of the members had urgent calls made on them from their business and homes which they had forsaken at a moment's notice on the call to arms.

Several days later, by which time some of the Blue Jackets and Marines had also been relieved and sent back to their ships, the late Captain Burke, R.N., (then 3rd in command of the British force) asked me one afternoon if I could mount a gun that night on the temporary magazine he had established underneath Messrs. Hall & Holt premises, when I explained that the Corps having been relieved from duty I should in the absence of any "General Alarm" expect peace considerable difficulty in getting sufficient men together for the work, but that I would see what could be done and report to him later on.

By dint of asking those members I met to fall in at a certain time and place, I managed to muster a few of the Corps; but being of opinion that there were not sufficient to perform the duty in a thorough manner, dismissed them, and reported accordingly to Captain Burke where I imagined the matter ended. The duty in question was nevertheless performed by the Tientsin Volunteers my order to the contrary having miscarried; Corporal W. Ward having in the meantime succeeded in mustering a sufficiently strong guard.

General Dordard arrived on the scene shortly after the occurrence just referred to, and I have reason to believe that inadvertently an incorrect report of the matter was made to that officer, who did not appear to know that the T.V.C. had been officially relieved from duty and seemed somewhat annoyed at the Corps not being ready to parade at a moment's notice, whereas, the members had been told they would not be required again unless there was another General Alarm.

In conclusion, let me say that during the siege of Tientsin the Tientsin Volunteer Corps performed the same work as the rest of the defenders of the Concessions, and due appreciation of the Corps' behaviour, under very trying circumstances, was officially shown at the time by Admiral Seymour in a message to me, through Captain Dayly, to the effect that "he thanked the members of the Corps for the good work they had done and only regretted that he had not the leisure to call a Parade of the T.V.C. and convey his thanks personally"; and the late Captain Burke, R.N., has since, in replying for the Navy at the Tientsin Siege Commemoration on the 24th June, 1901, expressed "admiration at the pluck and unflinching usefulness of the Tientsin Volunteers"—vide local newspaper of the 26th June 1901.

The Official Gazette clearly stated last year that a Clasp inscribed "Relief of Peking" would be granted to all those engaged in the operations on shore between Taku and Peking under Admiral Sir E. Seymour or General Sir A. Gaseler, between the 10th of June and 14th of August 1900, and although during the Siege of 1900, the only aim and object of the Tientsin Volunteer Corps was to do its duty and assist in the general protection of life and property, with no thought of future reward or recognition for the services rendered and privations endured, now that the Corps is offered a Medal without a Clasp, it is my duty to come before you with the foregoing short report of the actual work performed by the Corps then under my command, every detail of which can be publicly substantiated if required.

J. BOYCE KUP,

Captain,

Commanding, Tientsin Volunteer Corps.

From personal knowledge I am able to fully endorse his report.

W. FISHER,

Chairman,

British Municipal Council.

Tientsin, 10th March, 1903.

## THE CRISIS IN THE SOUTH.

A Peking native correspondent of the N. C. News, writing of the apathy with which news of the dangerous spread of rebellion in Kwangsi is received by the English Dowager and her advisers, states that several prominent officials in the capital, whose native province is Hunan, have been lately quite disturbed at the receipt of home letters reporting the near approach of Kwangsi rebels into Hunan. It is recalled that when the Taiping rebellion, which also began in Kwangsi, obtained headway after Kwangtung Hunan was the next province invaded by the rebels, and apparently the same tactics are to be followed in the present rebellion. In consequence of this "Hunanese officials" in the capital are becoming anxious for their home and several leading members of that community have obtained "protection leaves of absence from the Empress Dowager" to return to Hunan to look after matters. Amongst these is H.E. Earl Tsoing, President of the Imperial Banqueting Court, who arrived lately en route to his native province.

ASK FOR ASAHI JAPANESE BEER.

## THE CHINESE CUSTOMS AT MACAO.

The *Sin Wan Pao* gathers that the Government has decided to establish a custom house at Macao, the result of an agreement arrived at between Sir Robert Hart and Portugal, in conformity with the articles stipulated in the recent treaty between China and Portugal. The Peking Waiwup has requested the Kwangtung Authorities to send deputies to Macao for the purpose of selecting and purchasing a suitable site for the Customs building.

## Commercial.

## 10-DAY'S INTELLIGENCE.

Business has been restricted to-day. BANKS remain as last quoted. CHINA TRADERS are offering at \$60, CANTONS have buyers at \$162.50. The demand for MACAO STEAM BOATS at \$36.75 remains unsatisfied. INDOS have sellers at \$100. CHINA SUGARS have eager inquirers at \$107, and even a higher rate would be offered for shares. A demand exists for DOCKS at \$107, but at \$108 business was done for this settlement. HONGKONG HOTELS are in request at \$140.50 and HUMPHREYS ESTATE at \$12.15. Shanghai reports a drop in FARNHAM HOYDS of Tls. 5 to Tls. 185.

## SHANGHAI FREIGHT MARKET.

Writing under date the 19th inst., Messrs. Whetlock & Co. state:—

There is no change to report in our Home-ward Freight market since last writing and vessels on the berth for Europe and New York are getting only the average support for this time of the year, although there is a slight improvement in the quantity of cargo offering for the Continent.

Coastwise.—In spite of no settlement having been arrived at yet between the native merchants and the regular liners with regard to the Wuhu to Canton rice trade, all the tonnage on the coast seems busily employed and rates are firm; several boats have been taken up on time-charter and it seems quite impossible at the moment to fill the various demands that exist for trip charters in all directions.

## COAL.

Coal.—Japan.—Although rates of freight have considerably improved the market for this article remains in the same weak state. The days of small parcels hanging back seem to have passed, as lately the only business done has been for steamer's actual consumption contracts having been made for the current year, Cardiff. This market is weak and few sales have been reported.

Sydney Wollongong.—Nothing doing.

## KEROSENE OIL.

There has been very little business done during the fortnight under review. Small sales of Devoes have been made at Tls. 2.30 net. Importers are still holding out for Tls. 2.55 per case less 2%.

Anchor Chop.—Is still changing hands at Tls. 2.30 less 2%.

Dragon Chop.—Is in slight demand at Tls. 2.07 per case against the natives, but importers are asking Tls. 2.15 per case.

Pulk Oil.—A small business only has been done.

## EXCHANGE.

OR LONDON, Telegraphic Transfer ... 1/7 1/16

Bank Bills on demand ... 1/7 1/16

Credits, 4 months' sight ... 7 7/16

Diments 4 months' sight ... 1/7 9/16

ON BERLIN, (demand) ... 1/11 1/16

ON PARIS, Bank Bills on demand ... 2/01

Credits, 4 months' sight ... 2/01

ON NEW YORK, Bank Bills on demand ... 3/31

Credits, 30 days' sight ... 3/31

ON ROMBAH, Telegraphic Transfer ... 1/11 1/16

On demand ... 1/11 1/16

ON SHANGHAI, Telegraphic Transfer ... 7/31

Private 30 days' sight ... 7/31

ON YOKOHAMA, T.T. ... 7/31

Sovereigns, Bank's Buying Rate ... 12 1/2

Gold Leaf 100 touch, per tael ... 65.00

Bar Silver ... 27 1/2

## OPUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW ... @ \$970/100

LAST YEAR ... @ 1,020/1,050

OLDEST ... @ 1,080/1,150

PATNA NEW ... @ 1,105

BENARES NEW ... @ 1,085

PERSIAN (PAPER) ... @ 780/850

## To-day's Advertisements.

## MACHELL MEMORIAL FUND.

A MEETING OF SUBSCRIBERS to the above Fund will be held at QUEEN'S COLLEGE on FRIDAY next, March 27th, at 5.30 P.M.

E. RALPHS,

Hon. Secretary.

Hongkong 21st March, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex s.s. *Ellice* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to loss.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 23rd March, 1903. 1368a

## To-day's Advertisements.

TO THE RATEPAYERS WHO ARE ELIGIBLE TO VOTE AT THE FORTH-COMING SANITARY BOARD ELECTION.

GENTLEMEN:—At the request of a very influential section of our community I come forward and am prepared to stand for election as a member of the Sanitary Board.

I was born in the Colony about 40 years ago, was educated at the Government Central School now known as the Queen's College, and in 1888 gained the Morrison Scholarship, then the only scholarship awarded, my competitors being 90% Chinese boys and the principal subjects, translations from English into Chinese and vice versa.

During the past 15 years I have followed my present occupation, that of Land and Commission Agent.

This calling has given me many opportunities of studying house-construction and the laws of Sanitation. I have at all times taken a great interest in the innumerable measures which have been brought forward, relating to our Sanitary condition.

I was one of the signatories to the Petition sent to the Secretary of State, praying for the appointment of a Commission to inquire into the sanitary state of this Colony. And, with many others, I was greatly surprised and disappointed when I read the measures, contained in the Draft Bill, recommended by the Experts from Home, which accompanied their conjoint report.

On the appearance of this Draft Bill in the *Government Gazette*, I believe, I was the first to criticise through the medium of the press the recommendations made.

From that time onward I have contributed many articles dealing with the various sections of the Bill, which, after numerous amendments, has now passed into law.

When the Bill was before the Council in the first stage, I was requested to assist the Committee of the Chinese Commercial Union in their efforts to point out the objectionable clauses in the Bill, and a Petition was sent to the Government praying for amendment.

The present Public Health and Buildings Ordinance is in part the result of our labours; and, in my opinion no better Ordinance, under the circumstances, could have been enacted. It is always easy to make suggestions but sometimes very difficult to carry them out.

As in this Colony three-fourths of our inhabitants are composed of the lower class of Chinese, surrounded by conditions of a very exceptional character, owing to their habits of life, I can plainly see that the principal factors to a successful sanitary administration, are firmness, kindness, great tact and the enlistment of public sympathy.

As I have stated above, this is my native place and my home. All my interests are centred here and are likely to remain so until the end of my days.

I am a self-made man, and believe I enjoy to no inconsiderable extent the confidence of most of the leading Chinese landowners in this Colony. Should I be elected, dependent on me entirely on the prosperity of this place, I shall devote all the time which the responsibilities of my office may demand, for I fully appreciate the importance of those responsibilities.

The health of this Colony constitutes the foundation of its wealth and I will do my utmost to assist in strengthening that foundation.

Yours faithfully,

AHMET RUMJAHN,

Hongkong, 23rd March, 1903. 1368a

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "YUENSANG."

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 4 P.M.

This Steamer has



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL.  
MONTHLY SAILINGS FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE ON
GIAS FOW and LIVERPOOL	"OANFA"	25th March.
"	"MENELAUS"	27th "
"	"JASON"	3rd April.
"	"AGAMEMNON"	9th "
"	"KEEMUN"	16th "

S.S. "OANFA" left Singapore 20th inst., and is due here 26th instant.  
S.S. "MENELAUS" left Singapore at Noon 22nd instant, and is expected here 27th instant.

## HOMWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON via GENOA	"KINTUCK"	31st March.
and ANTWERP	"GLAUCUS"	14th April.
"	"DEUCALION"	28th April.
"	"AGAMEMNON"	12th May.
"	"CALCHAS"	26th May.

## LIVERPOOL BERTH.

(Taking Cargo at London Rates.)  
LIVERPOOL via MARSEILLES "PING SUEY" 18th April.  
" PATROCLUS" 25th May.

## CONTINENTAL BERTH.

MARSEILLES, LONDON and ANTWERP "MENELAUS" 27th April.

## TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL ON  
VICTORIA, SEATTLE, TACOMA, and "OANFA" 28th April.  
all PACIFIC COAST PORTS "KEEMUN" 18th April.  
NAGASAKI, KOBE and YOKOHAMA.  
For Freight, apply toBUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	25th March.
SWATOW, CHEFOO and TIENTSIN	"NANCHANG"	25th "
MANILA	"SUNGKIANG"	25th "
CEBU and ILOILO	"KAIFONG"	28th "
YOKOHAMA and KOBE	"TAIYUAN"	28th "
SHANGHAI	"KANSU"	1st April.
MANILA	"CHINGTU"	4th April.
PORT DARWIN, THURSDAY ISLAND,	"CHINGTU"	4th April.
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY and		
MELBOURNE		

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N/A—R D C D S A L O N F A R E S, S I N G L E A N D R E T U R N, T O M A I L A A N D A U S T R A L I A N P O R T S.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 28th March, at 10 A.M.
ZAFIRO	2540	R. Rodger	Do.	Saturday, 4th April, at 10 A.M.
FERIA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 21st March, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,

## FOR

## PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 26, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued in Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 25th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 29th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 1st April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 5th April.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co's Wharves at the Customs water-front premises at Tamsui to land all passengers and cargo.  
By the Co's steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 18th March, 1903.

T. ARIMA, Manager.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903. [350]

## STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS, and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electric Light. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.  
Hongkong, 17th January, 1903. [700]

## WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES: 1st Class, \$2.00; 2nd Class, \$1.50; 3rd Class, \$1.00.

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 10th March, 1903. [870]

## COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN," Captain Schmitz, will be despatched for the above Ports on or about WEDNESDAY, the 25th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 19th March, 1903. [1000]

## TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROSETTA MARU N. Tate 3,876 Tuesday, 24th instant, at Noon.

ROHILLA MARU E. P. Bishop 3,869 Monday, 30th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th March, 1903. K. NAKASHIMA, Manager. [1710]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RAN. COON, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON," Captain Klausberger, will be despatched as above on SATURDAY, the 28th instant, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER &amp; Co., Agents.

Prince's Buildings.

Hongkong, 13th March, 1903. [1580]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 17th March, 1903. [1340]

## Shipping.

## STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving Canton at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.  
Hongkong, 14th March, 1903. [3220]

## FOR ILOILO (DIRECT).

THE Steamship

"I. DE LA RAMA,"

Captain F. Such, will be despatched as above on THURSDAY, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to HIJOS DE I. DE LA RAMA, 10, Connaught Road.

Hongkong, 21st March, 1903. [3620]

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KUMANO MARU,"

5,000 Tons, Captain H. Fraser, will be despatched for the above Port on FRIDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 21st March, 1903. [3600]

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" About 15th April.

"RICHMOND CASTLE" 30th April.

"SAGAMI" 15th May.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 6th March, 1903. [1390]

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th March, 1903.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.J. EYES  
FLUIDAVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 14th March, 1903.

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS  
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD

For full Particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 14th October, 1902.

MEE CHEUNG,  
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, 10  
ICE-HOUSE ROAD

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September, 1902.

TSU FAN  
DENTIST.PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1590]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

Howard D. Tabor, British 4-masted barque, D. W. Corning, Master.

## Shipping.

Arrivals.  
MARIA VALERIE, Austrian steamer, 4,255 P. Berberich, 21st Mar.—Trieste 27th Jan., and Singapore 18th March, General—Sander, Wierler & Co.

BINTANG, Danish steamer, 872, Carl Jensen, 21st Mar.—Wuhu and Chinkiang 17th Mar., Rice and Beans.—Melchers &amp; Co.

RAJABURI, German steamer, 1,180 G. Wendig, 21st Mar.—Bangkok 15th Mar., Rice.—Butterfield &amp; Swire.

PITSANULOK, German steamer, 1,267, C. Fuchs, 21st Mar.—Bangkok and Swatow 20th Mar., Rice.—Butterfield &amp; Swire.

HONGKONG, French steamer, 742, Panier, 21st Mar.—Hoihow 9th Mar., General.—A. R. Marty.

QUARTA, German steamer, 1,145, J. Johansen, 22nd Mar.—Saigon 18th Mar., Rice.—Sander, Wierler &amp; Co.

LYEENMOON, German steamer, 1,238, Th. Lehmann, 22nd Mar.—Shanghai 18th Mar., General.—Siemssen &amp; Co.

ATHOLL, British steamer, 3,031, E. Porter, 22nd Mar.—Shanghai 18th March, Ballast.—Dodwell &amp; Co., Ltd.

SIMONGAN, Dutch steamer, 1,202, J. Huberth, 22nd Mar.—Samarang 11th Mar., Sugar.—Yuen Fat.

MICHAEL JENSEN, German steamer, 710, J. Jensen, 22nd March.—Haiphong and Hoihow 21st Mar., General.—Jensen &amp; Co.

ERNEST SIMONS, French steamer, 2,162, D. Fromy, 23rd Mar.—Yokohama 13th Mar., Mails and General.—Messageries Maritimes.

HELENA, German gunboat, 1,392, Staunton, 23rd Mar.—Canton 22nd Mar.

LIGHTNING, British steamer, 2,122, J. G. Spence, 23rd Mar.—Calcutta 7th Mar., Penang and Singapore 17th, General.—David Sassoon &amp; Co., Ltd.

I. DE LA RAMA, American steamer, 640, F. Such, 23rd Mar.—Hilo 18th Mar., Sugar, Order.

KEONGWAI, German steamer, 1,115, F. Leuss, 23rd Mar.—Bangkok 16th Mar., Rice and Teakwood.—Butterfield &amp; Swire.

ANDALUSIA, German steamer, 3,744, W. von Döhrn, 23rd Mar.—Kobe 17th March, General.—Siemssen &amp; Co.

ESCALONA, British steamer, 2,074, Fairweather, 23rd Mar.—Port Said 20th Feb., General.—David Sassoon &amp; Co., Ltd.

APENRADE, German steamer, 611, A. P. Ulderup, 23rd Mar.—Haiphong 18th Mar., Rice and General.—Jensen &amp; Co.

PENNROCKSHIRE, British steamer, 2,767, E. Liddle, 23rd Mar.—London 29th Jan. and Singapore 16th Mar., General.—Shewan, Tomes &amp; Co.

BOMBAY MARU, Japanese steamer, 3,398, T. Mura, 23rd Mar.—Yokohama 11th Mar., General.—Nippon Yusen Kaisha.

BENLAVERS, British steamer, 1,484, W. H. Bee, 23rd Mar.—Rangoon 11th March, Rice.—Order.

Departures.

Mar. 22, *Thales*, British str., for Swatow.Mar. 22, *Daig Maru*, Jap. str., for Swatow.Mar. 22, *Tyr*, Norwegian str., for Hongkong.Mar. 22, *Frige*, Norwegian str., for Wuhu.



We would direct the attention of shippers to the style in which "Steamers Expected" and "Protected Billings" are printed in these columns, and to the fact that the initials of the shippers are printed on the forms already enclosed, with the latest available information every day.



Gentlemen's  
 Outfitting  
 Department  
 Now Open.  
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 Opposite  
 Hongkong Hotel.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
 HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
 Haberdashers and General Outfitters.

Gentlemen's  
 Outfitting  
 Department  
 Now Open.  
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## MILLINERY DEPARTMENT.

FRENCH MILLINERY.  
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## GENTLEMEN'S OUTFITTING DEPARTMENT.

BEST PRINT SHIRTS.  
 FINE ZEPHYR SHIRTS.

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 FINE ZEPHYR SHIRTS.

March 21st.

R. G. HECKFORD,  
 MANAGER.